whiskers, he was resworn. He testified that he had changed his name because, after testifying before the committee, he could not do any business as Karl Werner.

Q.—You testified to having kept a disorderly house in Capt. Cross's precinct? A.—Yes.

Mr. Goff then had his little fling at Mr. Wellman. He said that Mr. Wellman had seriously misstated in numerous printed interviews the facts concerning Werner's previous testimony before the committee. "And I wish publicly to set Mr. Wellman and other misinformed persons right in this matter."

GOFF SAYS WELLMAN MADE MISREPRESENTATIONS.

Mr. Goff then took up the specifications in the charges against Capt. Cross in his trial before the Police Commissioners. Reading from that he showed that the twenty-fifth specification, pretended to be based upon Werner's testimony, charged that Capt. Cross's ward man, George Smith, received $50 from Werner in April, 1892, for protection of Werner's disorderly house at 6 Delancey street. During the trial of Capt. Cross Mr. Wellman offered to withdraw that specification, but he was not allowed to do so, and Officer Jackson was brought down from Sing Sing to prove that in April, 1892, Werner was a prisoner at Sing Sing. Mr. Goff said that Mr. Wellman had done this for the purpose of discrediting the testimony taken before the Senate Committee. Mr. Goff then read from Werner's testimony, which showed that Werner admitted having been in prison, and that he did not pretend to have gone to Delancey street until January, 1893, where he remained until November, 1893, and where he paid Officer Smith in April of 1893, and not 1892, as Mr. Wellman had made it appear in the specification. Mr. Goff then asked Werner:

Q.—Did Wellman examine you in relation to your charge against Cross? A.—No, sir.

Q.—Did he send any one to examine you? A.—No, sir.

Q.—Where have you been the last month? A.—In the Tombs.

A DETECTIVE MAY BE KNOWN BY HIS FEET.

The witness said that he had been indicted for attempted bribery. He opened a saloon at Fifth street and Avenue B under the name of Wasner, and believed that he was not known as Karl Werner. He went out one Sunday, cautioning his barkeeper, named McDermott, to be careful whom he let in. The witness returned to the saloon at 9 o'clock in the evening and saw a man there in citizen's clothing.

"I said, 'My God, Mac., can't you see he is a detective? Look at his feet.'"

Q.—What about his feet? A.—Well, detectives wear about No. 14s.

The detective arrested the barkeeper for keeping open on Sunday, and it was during his trial

HE STOPPED THE WATCH FOR HANLEY.

in the Police Court the next morning that Officer Cohen accused Werner of attempted bribery. The witness said that he afterward learned that Capt. Cross had told his barkeeper three days before the arrest that he knew Wasner to be the Lexow witness Werner.

Q.—You had promised to produce more witnesses against Cross for the Lexow Committee? A.—Yes, I had promised. I told McDermott so, and I think now that he told Cross. When I was arrested on this charge my bail was first fixed at $1,000 and then it was raised to $2,000. I had been out two days when Cross sent for me and took me in, because, he said, my bondsman had surrendered me. I was told by the friend who had secured the bondsman that the police had made it too hot for my bondsman.

Then Officer Cohen was called. He was a complainant both in the case against Werner's barkeeper and in the pending case against Werner.

Q.—You made the excise arrest in Werner's saloon in citizen's clothes? A.—Yes.

Q.—Are you not aware there is a law against policemen getting excise evidence in citizen's clothes? A.—No; I was sent by my Captain to make the arrest, and I did.

Q.—Did you make any other excise arrests? A.—No.

Q.—Don't you know there is not a saloon closed in your precinct on Sundays? A.—Not any more than in other precincts.

MR. GOFF SLIPS A BILL INTO POLICEMAN COHEN'S HANDS.

Then the witness told about the alleged attempt at bribery by Werner. He said that he was in Essex Market Court when McDermott's case was to be called, and Werner came up to him and slipped a $5 bill into his hand.

Q.—What did you do with it? A.—I spread it out and showed it to the officer with me.

Q.—How was your hand held when that was slipped into it? A.—By my side.

"Stand up and show just how your hands were held."

The officer, a big, good-natured looking fellow, stood at attention, but with his thumbs, instead of his little fingers, at his trousers seams.

Q.—I observe that your right is a little further from your side, and its fingers more extended than the left hand. Any reason for that? A. (laughing)—No.

Q.—But the money would have fallen out of your hand as it is now? A.—But I closed my fingers.

Then Mr. Goff took a bank bill and slipped it into the officer's hand. The officer's thumb and fingers instantly closed on the bill.

"No, no," exclaimed Mr. Goff, "leave your fingers loose, as you say you held them."

The officer did as requested, and Mr. Goff

TEMPTING POLICEMAN COHEN.

again put the bill on the extended fingers, from which the note fluttered to the floor.

Q.—Did you arrest Werner at once? A.—No.

Q.—Why not? A.—I did not like to arrest a Lexow witness, and I wanted to consult my Captain.

Q.—If Werner had picked your pocket you would have arrested him? A.—Yes.

Q.—And bribery is a worse crime than pocket picking? A.—Well, I wanted to consult the Captain.

The witness said he consulted his Captain, and then he and the Captain went and consulted with Byrnes, who consulted with Williams, and then they all consulted with the Police Justice in Essex Market Court, and a warrant was issued for Werner's arrest.

Q.—Did you feel more like prosecuting Werner because he had been a Lexow witness? A. (Emphatically)—No, it is more in his favor.

BUNCOED BY A BROOKLYN DETECTIVE.

The next witness, Charles M. Patterson, is in business in this city, but lives in Shrewsbury, N. J. One day, in going to a Brooklyn elevated car from the Bridge, a thief stole a diamond pin from his scarf. He went to the Brooklyn police and offered a reward of $50 for the return of the diamond and $50 for the arrest of the thief. In a few days Detective Zundt of Brooklyn called on the witness, and said that he had found the diamond in Lemon's pawn shop, in Sixth avenue near Fourteenth street. Mr. Patterson went to the pawn shop with Zundt, when, to his surprise, Zundt, instead of getting the diamond from the pawnbroker, produced it from somewhere about his own person.

The detective told the witness that the pawnbroker had advanced $60 on the diamond, which the witness would have to pay. Mr. Patterson declined to pay anything until the diamond had been submitted to the dealer from whom it had been purchased and identified. This was done, and the witness, against his own judgment, gave Zundt two checks, one for $60 and one for $50. Some business friends, hearing of this, told him that he had probably been buncoed, and he therefore stopped payment on the $60 check and went to Brooklyn to see Chief Campbell about it. There he learned that the diamond was recovered by a New York detective, to whom Zundt had given the $50 check. Witness then went to Superintendent Byrnes, who made an investigation, resulting in the discovery that the diamond had never been pawned. Superintendent Byrnes informed the witness that he had "chopped off the heads" of his men who had been concerned in the bunco game.

THE COMMITTEE WILL NOT ADVISE THE POLICE BOARD.

There was another pawnbroker's story to come, but before it was heard the Chairman made this announcement: He had received, he said, a letter from President Martin of the Police Commissioners, asking him whether the committee had any suggestions to make as to the continuance or discontinuance of police trials by the Commissioners. The committee had considered this matter, and had unanimously agreed that they had neither suggestion nor request to make to the Commissioners in the matter, and had so notified President Martin. Mr. Goff said that he had written a letter of the same purport to Mr. Wellman, which for some reason Mr. Wellman had withheld from publication.

PAID $300 TO RECOVER STOLEN GOODS.

Then the manager of Paillard, music-box maker, of 680 Broadway, told his story. He had sent several music boxes and clocks to a

ABRAHAM HEYNEMAN.

man named Kassel, on Sixth avenue, near Eighth street, to be repaired. He had heard that Kassel had left his shop, and going there the witness found a number of torn pawn tickets. He had patched these up and found that they called for his music boxes and clocks. He took them to the police, and before he recovered his property he was obliged to pay $200 for the music boxes and $100 for the clocks.

Mr. Moss, who examined this witness, dwelt on the point that the excuse given by the Headquarters detective for promising to pay advances made on stolen goods was that otherwise the pawnbrokers would not admit the possession of the goods. In this case, however, the owner had the pawn tickets, yet the police advised him to pay.

Arnold B. Ehrlich, interpreter for the United Hebrew Charities, lost his watch by theft this summer, and had to pay $30 to a pawnbroker to recover it; so he testified.

CAPT. SCHULTZ ACCUSED OF TIPPING A GAMBLER.

The next witness was Abraham Heyneman. He had worked, he said, for a gambler named McLaughlin, who ran a brace faro game, roulette, and red and black at 290 and 292 Eighth avenue and in the Stanwix Club, 225 West Twenty-fifth street, the latter club being under the auspices of Alderman Parks. These games were run, the witness said, under the protection of Capt. Schultz. Schultz had ordered them closed once, saying that complaint had been made at Headquarters, and that Inspector McAvoy had ordered them closed. Another time Schultz tipped McLaughlin that Inspector McAvoy was coming around, and for two weeks the Inspector visited both places every night.

The witness stood in front of the gambling places and touched a button, which gave an alarm when McAvoy came in sight, and when the Inspector went up stairs he only found some innocent-looking men playing "old maid." His visits were made every night before 11 o'clock.

McLaughlin was a member, the witness said, of the Pequod Club, and ordered all of his and Park's men to join the club.

The witness asked McLaughlin for some money one night, and the gambler's answer was:

MRS. JOSEPHINE HIRSCH.

"What do you want, the earth? I have to pay $250 to-night for rent and protection." Heyneman quarrelled with McLaughlin and was driven off Eighth avenue by Capt. Schultz.

WOULDN'T BUY PROTECTION AND WAS SENT TO THE ISLAND.

The next witness was Mrs. Josephine Hirsch, a very pretty young German woman, who testified through an interpreter. She and her husband had bought the coffee house 276 East Houston street from Max Gombossy, paying him $1,500 in cash and giving a note for $600. She said that she kept a respectable place and that no gambling was allowed. The ward men came around and demanded $25 a month for protection. She refused to pay, and her husband was arrested.

Q.—And what happened? A.—He was taken to court. Capt. Cross got up and said a few words, and my husband was sentenced to three months and twenty days in the penitentiary. We had a lawyer named Lowe. We could not speak English, and did not know what was going on. We learned afterward that the lawyer had pleaded guilty for us to the charge of keeping a gambling place.

Q.—After your husband was released from prison, did you go back to Housten street. A.—No.

Q.—Why? A.—Because Capt. Cross took all our furniture and Gombossy took the store. Then Gombossy got the furniture and turned it over to his brother.

Q. (By the Chairman)—Got the furniture you paid $1,500 for? A.—Yes.

Q.—Without an order from you? A.—I signed no order. They gave me a paper to sign, but I would not. I was afraid they would keep my husband in jail longer.

Chairman Lexow—Mr. Goff, why was not that larceny by the police?

Mr. Goff—It is larceny. Capt. Cross, in one instance, took all the furniture, tables, chairs, and hat racks from a Hungarian café, where the only gambling implements found were a few soiled packs of cards.

MRS. URCHITTEL'S STORY.

The next and last witness of the day was Caela Urchittel of 107 Orchard street. She looked like a stage gypsy. She said she was German, and at times did speak in that language to Chairman Lexow, but frequently, when she became more than usually excited, she spoke Russian and a Hebrew jargon. She was a distressingly difficult witness for Mr. Moss, who examined her. She was shaking with excitement all the time, and frequently

CAELA URCHITTEL.

was in torrents of tears. As well as it could be gathered from the disjointed translations, her story was this:

Three years ago she came here from Hamburg, and being assisted by the Hebrew Charities, set up a small business, from which she saved $600. She took this and went into a business venture in Brooklyn, where she lost most of her money. Then she returned to New York and opened a small cigar stand at Ridge and Broome streets, where she barely made enough for the support of her three children, aged respectively 8, 15, and 17 years. There one evening a detective called on her.

PLUNDERED BY A POLICEMAN.

Many efforts were made to identify this detective, but they all failed. As she pronounced it, his name appeared to be Voger or Vorger. She described him as a tall man with a black beard, who wore a uniform. After calling twice and helping himself to tobacco, he made a demand for $50. She said she did not have it. He told her, "You must have it. You made $600, and we want $50. You give it to us, or we will arrest you and take your children from you." She said that she had $25, which she gave to the man. He demanded $25 more, and searched her clothing for it. She had no more money, and he found none. Then he arrested her and took her, she thought, to Essex Market Court. She was not certain about this, for she said the man walked her about the street until 3 o'clock in the morning.

Wherever it was she was taken into a room, where her captor divided the $25 with a man whose name she thought was Hochstein. The officer called the next day and repeated his demand. At this point in the story the combined efforts of the official interpreter and Chairman Lexow could not straighten things out. The woman was in hysterics, and between her sobs she said something which made it appear that the man had told her to sell her place and get $50 for him, or else she did sell her place. Anyway, she was unable to comply with all the demands for money, and was arrested and fined $50.

"On what charge?"

The woman buried her face in her hands and only sobbed. The interpreter bent over her and talked with her for some time, and at last told the committee that the woman had been convicted on a degrading accusation. Apparently she could not pay her fine, and went to the Island. That was a year and five months ago, and it was only a few months ago that she found her children, who had been put in an asylum.

When Mr. Moss had explained his investigation of the woman's character Senator Bradley exclaimed: "Mr. Moss, we must find that officer. We want him worse than any man we have on the list."

Chairman Lexow said: "Of course, we are not here to punish individuals, but, personally, I sincerely hope that your society possesses means of tracing that officer."

"We are making every effort to do so," said Mr. Moss.

WELLMAN REPLIES TO GOFF.

Says He Is Right and Goff Wrong About Werner's Imprisonment.

In reply to Mr. Goff's attack upon him before the Lexow Investigating Committee yesterday, Mr. Wellman sent out the following statement last night:

"Carl Werner was seven and a half years at Sing Sing for perjury—only perjury. He was let out in December, 1892. He testified before the Lexow committee against Cross and McLaughlin's ward man, Burns. Burns left the Eleventh precinct April 19, 1892, with Capt. McLaughlin. Capt. Cross took command, but left ten months later, when Devery was made Captain. So Werner was in jail all this time and during all but one month of Cross's time; and Mr. Goff is again mistaken, as he was in the case of Capt. Stephenson, who left the Fifth precinct nine months previous to the date on which Ryan swore before the Senate committee he paid him the $100.

"Mr. Goff made the same mistake of a year in the case of Rhoda Sanford. His detectives stole her account book last April. In it were two entries, one October, 1892, of 'C, $500;' another in April, '93, of 'C, $500.' To this second entry some zealous detective had added the letter 'X' after the 'C' to indicate 'Capt. Cross,' evidently thinking Cross was then Captain. Mrs. Sanford did not add the letter X. Devery was Captain at the time, and not Cross.

"I don't mean to blame Goff individually, but the men who brought him cases at so much for each case, I am told, in their zeal misrepresented, if not changed, the evidence to make out a better case. Had I followed the official minutes, as Senator Lexow suggested, I would have involved the Police Board in the most absurd errors."

SWINDLERS MEET THERE.

Complaint Made to the Excise Board Against a Harlem Saloon.

F. E. Foster, who said he represented $500,000 worth of property in the neighborhood of 116th street and Eighth avenue, told Commissioner Murphy at the meeting of the Excise Board yesterday that a saloon in that vicinity, run by a man of the name of Hawkins, was the rendezvous of green goods men. He promised the Commissioner to make a complaint against the place, so that the Board may revoke the license.

Mr. Foster also opposed an application by Edward Nicholson for a saloon license for the new building at 110th street and Eighth avenue. The granting of the license was also opposed by the Rev. Father Keogan, representing St. Thomas's Roman Catholic Church, at 117th street and Seventh avenue. They objected because there are already too many saloons in the neighborhood.

Lexow Witness Mayston Fined.

William Mayston, the Lexow witness who was arrested on Tuesday by Policeman Webb of the Oak street station for peddling in Park row, was fined $3 by Justice Grady in the Tombs Police Court yesterday.

DISFIGURED FOR LIFE.

A Pretty Typewriter's Face Badly Cut by a Fall Against a Glass Door.

Shortly before 12 o'clock on Tuesday night a cab drew up in front of the Chambers Street Hospital. A young woman, whose face was covered with blood, alighted and, assisted by the cabman, staggered up the steps. The driver left the woman in front of the hospital desk and climbed on to his seat again. As he took up the reins a voice from within the cab said huskily: "Hurry up there, driver, and get me to the Liberty street ferry." Just as the cab was driving off a policeman, who had watched the proceedings from across the street, stopped the horse and arrested the person who had given the order to the driver. He was a well-dressed man, who said he was Charles W. Vreeland of 493 Garfield avenue, Jersey City.

In the mean time the doctor had examined the injured woman. There was a deep cut extending across one cheek and another on her chin. She refused to answer any questions and was taken to one of the wards. At the Church street police station the man said that his companion was Kate Brown, 21 years old, and that she lived in Jersey City. They had gone to Hiendemann's Hotel, 100 West street, shortly before 11 o'clock. They went to the café, where they had a few drinks. Half an hour later, while going down stairs, the woman tripped. In trying to save her the man lost his balance, and both tumbled to the bottom of the stairs. In falling the woman's head struck a plate-glass door, shattering the glass and cutting her face.

Vreeland was locked up pending an investigation. He was arraigned in the Tombs Police Court yesterday morning, and was discharged.

Yesterday the woman was identified as Kate Moriarty, a typewriter, of 185 Henry street. On Tuesday night she left home, saying that she was going to see a friend. She evidently met Vreeland at the ferry. Miss Moriarty was an exceedingly pretty girl, but the cuts she received from the broken glass will probably disfigure her for life.

THREE COMPTROLLERS ACCUSED.

Alleged Illegal Cancellations of Tax Sales of Adirondack Lands.

ALBANY, Sept. 12.—In the statement issued by him on Monday last Comptroller Roberts promised soon to make public a statement of illegal cancellations of tax sales of Adirondack lands, involving thousands of acres, which were treated of in the report made by the special examiners appointed by the Comptroller. Though the statement has not yet been made public, it is learned that the report covers a period of ten years, from Jan. 1, 1884, to Dec. 31, 1894, and covers all the counties in the forest preserve. The statement covers the terms of Comptrollers Chapin, Wemple, and Campbell. It shows that during the ten years mentioned the cancellation of tax sales amounted to 158,296 acres in the Adirondacks.

From 1884 to 1887, under Mr. Chapin, the State's title to 62,484 acres was cancelled; under Comptroller Wemple, from 1888 to 1891, the title to 72,640 acres; and under Mr. Campbell, in 1892 and 1893, the title to 23,171 acres, a yearly average of 15,829 acres to which the State's title was cancelled. The report says that a very slight proportion, not more than 12 per cent., of these cancellations was legally made, and that the laws which would have saved the State's title were ignored or disregarded.

Mr. Shields Recovers His $15,000 Horse.

BOUND BROOK, N. J., Sept. 12.—Logan, the blacklisted stallion owned by Alexander Shields of this place, which was taken from the stables on Monday night, was found wandering near Morristown this morning by two boys. The horse was so worn out that he could hardly walk, and he submitted to capture from exhaustion. He had been ridden for miles and badly treated. The horse was taken to a near-by barn, where the owner gave him proper care. Mr. Shields was notified and brought the horse to his stable here. The thief who stole the animal is unknown.

Terry—Blackburn.

ALBANY, Sept. 12.—The marriage of Charles T. Terry and Miss Sarah Elizabeth Blackburn took place here this afternoon. Miss Blackburn is the daughter of John Blackburn of the firm of Blackburn & Wallace, coal merchants. Mr. Terry is a member of the law firm of Warner & Terry, 120 Broadway, New York, and of the faculty of Columbia Law School.

THE LITTLE NINA IN PORT.

SHE REACHES QUEENSTOWN SOMEWHAT THE WORSE FOR WEAR.

Losing Her Rudder and Opening a Seam or Two During Her Long Voyage from New York—Capt. Frietsch Tells the Story of His Atlantic Trip in a 40-foot Boat.

QUEENSTOWN, Sept. 12.—Capt. Adolph Frietsch, the Finnish sailor who left New York on Aug. 5 in the schooner-rigged skiff Nina without any companion, arrived here to-day at 12:30 P. M. His boat was somewhat damaged, her rudder having been lost, and she was leaking. The Captain said:

"On Aug. 8 I encountered a furious storm, and never experienced before such rolling and pitching as I was subjected to. I hung out my anchor light that night and turned into my bunk, but got little sleep owing to the danger of being pitched out. When off the Banks of Newfoundland I lost my reckoning, and was unable to locate myself for forty-eight hours. I then met the British steamer Manantic and got her time and position, and after a short conversation with her Captain proceeded.

"On Aug. 14 the Nina sprung a leak and I rigged a temporary pump, which kept her free from water. Later the rudder became damaged, but the difficulty was remedied by fixing rope guys, the rudder post not being stanch enough for utilizing the tiller. I steered with my guy ropes from the Banks of Newfoundland to Queenstown. On this part of the voyage I had several bad days, but nothing happened worth noting."

Capt. Frietsch will remain in Cork for a fortnight to repair and exhibit his boat. His health, he says, is better than when he started from New York.

The Nina is but 40 feet long and 8 feet wide. She draws practically no water forward, fourteen inches amidships and two feet aft. She was built a year ago in Milwaukee by the Captain and reached New York after a voyage through the great lakes, the Erie Canal, and the Hudson. Capt. Frietsch left here on Aug. 5, after collecting enough money to fit out his frail little boat. When the Nina left she leaked a trifle along some of her seams, but Capt. Frietsch was not daunted.

After the Nina had been twenty-one days on her way she was spoken by the steamship Menantic. The latter hove to on being signalled, and Capt. Frietsch exchanged greetings with Capt. Mann of the Menantic and learned from the steamship's officers that he still had 1,255 miles to go before reaching Queenstown. After sending a letter to his wife in the care of Capt. Mann, the Nina was pushed off and the Captain resumed his voyage.

In his letter to his wife, Capt. Frietsch said:

"I have now been nineteen days upon the voyage, and up to this time have had good health. On Aug. 14 I had to go through a heavy storm, which broke the rudder, but as soon as the sea was calm again I let myself over the boat's side and repaired it as well as I could. I bored a hole in the under edge of the rudder under the water and fastened a rope there. I fastened the ropes on the deck, one on each side of the boat.

"On an average I meet a ship every five days, though I hope to meet ships more frequently when I get into more northerly waters. Five days after my departure I forgot to wind my chronometer, and since then I have been in constant uncertainty about my reckoning. I am in hopes during the next few days of meeting a steamship which can set me right."

ITALY AND THE POPE.

Various Opinions with Regard to the Reported Reconciliation.

ROME, Sept. 12.—The Venice *Gazette* prints a report of an alleged interview with Cardinal Sarto, in which that prelate is represented as expressing himself as greatly pleased that the reconciliation of the Vatican and Quirinal is an accomplished fact. The Cardinal adds that it is now impossible for the Vatican to lean toward Austria and Spain and still less toward France. The Church can only be happy in being reconciled with Italy in view of the latter's resolve to act in concert with the Church in solving the social problem. The change in Premier Crispi's attitude toward the Vatican, concludes the Cardinal, will produce an immense impression abroad.

The *Osservatore Romano*, apropos of the reported rapprochement between the Vatican and the Quirinal, declares that it sees no sufficient reason for such an assumption. The clamors of the Liberal press are based upon two facts, both of a purely religious character, relating to the establishment of an apostolic prefecture in Massowah and the royal assent to the appointment of Cardinal Sarto, the Pope's nominee, as Patriarch of Venice.

The newspaper declines to admit the deductions which the journals draw from these incidents. The establishment of an apostolic prefecture in Massowah is within the range of the habitual solicitude of the Holy See, and the Pope need not be credited with having any political object in creating it. He was simply moved to the act in obedience to the spiritual interests of the Italian colonists. In regard to the Patriarchate of Venice, there was no reason to believe that the Holy See had abandoned its original position, but rather that the Italian Government had finally submitted to the sentiments of justice and the persistent demands of the Venitian Catholics.

PARIS, Sept. 12.—The *Matin's* correspondent in Rome wires that there is a general impression on the part of the Italian press that Premier Crispi has "gone to Canossa," in his unexpected declaration at Naples. While the Government journals show surprise at his utterances, the Vatican newspapers do not conceal their embarrassment. They do not know how to treat the Premier's sudden departure, and reserve their opinion as to the sincerity of his evolution. On the contary, the Liberal Catholic press exult over the turn of affairs, and declare that there is no further reason why Catholics should hold themselves aloof from the elections.

LONDON, Sept. 12.—The *Standard's* Rome correspondent telegraphs:

"The language of the clerical papers is calculated to render a reconciliation between the Quirinal and the Vatican remote. Crispi's recent action seems to foreshadow an alliance of all the conservative elements and the Government at the next elections, in which the Radicals and Socialists have a good chance of succeeding."

THE CZAR STRIVES FOR PEACE.

One of His Ministers Talks Freely of the Russian Policy.

VIENNA, Sept. 12.—M. Witte, the Russian Minister of Finance, who is at Abazzia, is giving to representatives of the Austrian and German press a series of interviews which are attracting widespread attention, and are regarded as hopeful signs of peace. In an interview published in the *Neue Freie Presse*, M. Witte disclaimed any intention on the part of Russia at any time to make a Russian province of Bulgaria. Referring to the peaceful intentions of the Czar, he said:

"During the past six years the danger of war has frequently arisen, but the Czar's will alone maintain peace. During these years he has not delivered a single speech or made a single remark which alluded in any way to the possibility of war. On the other hand, the bellicose speeches of other monarchs must be remembered. How often has Russia heard warlike threats? But the Czar never answered. He is his own master, and his will is absolute. He has to reckon with no Parliament. But never, since 1870, has peace been so secure and the European situation so reassuring as at present. I see no possible danger of complications."

Of Emperor Francis Joseph, M. Witte speaks in the highest terms of praise. The Austrian Kaiser, he said, commanded the greatest degree of confidence in Russia, where the conviction was general that Austria's foreign policy was peaceful. The only question was as to the condition of matters in Hungary, the Hungarians being engaged in the endeavor to bring everything under Magyar domination.

In regard to the past differences between Russia and Turkey, M. Witte said that Russia's different campaigns against Turkey had been brought about by the necessity that Russia should secure a free passage not only for Russian ships, but for vessels of all nations, through the Dardanelles. Since the conclusion of the German-Russian commercial treaty, he said, great improvement was noticed in the condition of affairs in Russia, and peace was finally consolidated.

Samoan Rebels Surrender.

AUCKLAND, Sept. 12.—Samoan advices to Sept. 6, received here to-day, confirm the report that the British war ship Buzzard threatened some time ago to bombard Aana, whereupon the rebel chiefs went on board the Curacoa, acknowledging their submission to King Malietoa, and gave up 100 guns. The war is declared to be over for the present, but it is feared that there will be another outbreak in a few months.

The Sultan and the Khedive.

CAIRO, Sept. 12.—According to reports received from Constantinople, the relations between the Sultan and the Khedive have become greatly strained. Much significance is given to the statement that the Khedive will return to Egypt at the conclusion of his European tour without revisiting the Sultan.

THE COUNT OF PARIS'S FUNERAL.

Princes and Royalists Pay Their Last Homage—The Young Duke's Speech.

LONDON, Sept. 12.—A private mass for the dead was celebrated at Stowe House at 7 o'clock this morning. The ceremony was attended only by members of the Count of Paris's family. The cortége left Stowe House at 7:30 o'clock, the body being conveyed in a hearse drawn by six horses. The hearse was followed by twenty carriages containing the princes and princesses connected by ties of blood or marriage with the Orleans family. The procession was received at the railway station by the Mayor and municipal authorities of Buckingham. The blinds of the houses along the route to the station were closed and the road was lined with silent spectators. The special train conveying the body started for Waybridge at 9:30. The cars were all draped with black.

The funeral train arrived at Waybridge at noon. It had been preceded by four special trains from London bearing the Duke of York, the Duke of Connaught, the Marquis of Lorne, and a large number of the French nobility. A procession was formed at the station and the body was taken to the church. The Duc d'Orleans and the other princes of the family walked immediately behind the hearse.

In the procession the Duke of York was accompanied by Prince Hermann of Saxe-Weimar and Prince Philippe of Saxe-Coburg. The Duke of York wore a naval uniform. The Emperor of Germany and most of the other European royalties were represented.

The coffin was received at the door of the Roman Catholic Church, which formerly contained the remains of King Louis Philippe of France, his consort, and his daughter-in-law, the Duchess of Orleans, by Mgr. Hulst, who was attended by a number of priests and acolytes. Mgr. Hulst and his attendants preceded the procession into the church, the Duc d'Orleans occupying the position of chief mourner. The church, which is small, was crowded.

When the coffin had been placed in front of the altar Cardinal Vaughan and the Bishop of Southwark, the Right Rev. John Butt, entered the sanctuary, a great silver crucifix being borne before them, and the services began. Two bannerettes, presented by the Young Royalists of France, were placed on either side of the coffin, which was covered with the tricolor. The music was taken from Spohr's "Last Judgment," and all of the solemnities of the Church were observed. The services were concluded with the pronouncement of absolution by Cardinal Vaughan, after which the body was placed in the vault near the altar.

The Duc d'Orleans, accompanied by a number of friends, came at once to London after the funeral of the Count of Paris. Later he held a reception at the Grosvenor Hotel, when he addressed the visiting Royalists as follows:

"It is with sorrowful emotion that I receive the homage of your devotion, and I thank you for it. Your presence not only testifies your respect and attachment to him we have lost, but it also proves your fidelity to the principle of national and traditional monarchy, of which I am the representative, and whereof he transmitted to me the heritage. I know the rights of this heritage. It confers duties upon me; it imposes upon me toward France to be guided by the magnificent example my father has given me during life and which he consecrated by his death so courageously faced and accepted in such a Christian manner.

"Fortified by your aid and by that of absent friends, who, from all parts of France, have already sent me the expression of their devotion, and, making appeal to all men of heart, I will fill, without faltering, the mission which falls to me.

"Although still young, I am conscious of my duties, and with my great love for France I will consecrate all my strength and energies I possess to fulfil them."

Concluding his address the Duke expressed his cordial thanks to the counsellors of his father.

The Paris correspondent of the *News* says that the Duke of Orleans will live in London, where a royal committee has been formed. The Duke has accepted the resignation of the Count of Haussonville as the official representative of the Orleans family in France. He intends to surround himself with younger and more active partisans.

PLAYING AT WAR.

The Kaiser Leads His Cavalry Into Battle—Twelve Hours in the Saddle.

BERLIN, Sept. 12.—The chief feature of the East Prussian manœuvres in the neighborhood of Schlobitten to-day was the work of the cavalry under the personal command of the Emperor. The squadrons advanced to Sonnenberg, crossed the Baude near Althof, and marched eastward. The First Army Corps had been engaged in a general battle and had begun to fall back when the cavalry came up.

The Emperor ordered his men at once to attack the retreating regiments in the rear. The attack was executed so successfully that the umpires declared a large part of the defeated infantry hors du combat. This closed the manœuvres. The Emperor summoned to him the commanders of the First and Seventeenth Corps, delivered his critique, and announced numerous promotions and decorations. Later he reviewed the cavalry, which passed first at a trot and then at a gallop.

When the Emperor dismounted in the castle courtyard at 5:30 o'clock he had been twelve hours in the saddle. He entertained a large party at dinner from 7 to 8:30, and at 9 o'clock started for Swinemunde, where a great naval review is to be held.

FRANCE AND MADAGASCAR.

The Republic Contemplates Establishing an Effectual Protectorate.

PARIS, Sept. 12.—The *Cocarde* says the mission of M. Le Myre de Villers to Madagascar contemplates an effectual French protectorate over that country, with the establishment of French military stations wherever it shall seem necessary. It also means the installation of a French representative with power to deal exclusively with questions of foreign policy with the powers.

M. Paul de Cassagnac, writing to the *Autorité*, advocates the permanent occupation of Madagascar by France.

The *Matin* urges that the march of the French upon the capital of Madagascar be no longer delayed.

LONDON, Sept. 12.—A despatch to the *News* from Paris says it is not the English, but the Americans, who oppose the subjugation of Madagascar by the French. The American trade in striped cloths in Madagascar is very extensive, and the Americans hold that the Patenotre treaty does not admit of a French protectorate over that country.

THE WAR IN THE ORIENT.

Chinese Officers in Corea Telegraph for Winter Clothing.

LONDON, Sept. 12.—A despatch to the Central News from Shanghai says the chief officers of the Chinese army in Corea have telegraphed for supplies of winter clothing, evidently expecting that the war will last a long time.

A second Chinese army, 10,000 strong, composed entirely of Hunanese, under command of Gov. Wei, is now starting for Corea. The King of Corea has sent a special mission to Pekin with valuable presents to the Dowager Empress on the occasion of her birthday.

The *Times* will print this despatch from Shanghai to-morrow:

"Native advices, dated the 9th, from the front report continuous long-distance fighting, without decisive results. The floods have rendered the fords impassable. The Chinese are in good condition, finely disciplined, and well supplied with provisions. The Japanese are suffering seriously from epidemics."

More Talk Over the Irish Fund.

DUBLIN, Sept. 12.—At a meeting of the National Federation to-day there was a heated discussion of the checks sent by Mr. Gladstone and Lord Tweedmouth to the Nationalist Parliamentary Fund. Timothy D. Sullivan, anti-Parnellite M. P. for West Donegal, declared that the party would never consent to receive the money enabling their representatives to sit in Parliament from English politicians. The meeting adjourned without deciding to make a general declaration of their attitude toward the subject.

The Big Fire at Cannes.

PARIS, Sept. 12.—The fire which started in the California quarter of Cannes, on the Riviera, yesterday afternoon was nearly quenched at 4 o'clock this morning, but was rekindled by a fresh wind.

It burned slowly all day, mostly in the forest. This evening, however, the firemen, aided by several hundred inhabitants, subdued it. The fire burned some five miles along the edge of the forest.

Notes of Foreign Happenings.

James Anthony Froude, the historian, is ill.

Three leather warehouses were burned in Bermondsey, England, last night, and the fire is spreading.

The London *Chronicle* says that twenty-one Ruthenian seminarists have been arrested in Tarnapol, Galicia, for having formed a treasonable conspiracy during Emperor Franz Josef's visit in Lemberg.

THE A. R. U. CONTEMPT CASES.

Hogan and Benedict Sustained in Their Refusal to Answer Questions.

CHICAGO, Sept. 12.—At the opening of court this morning in the A. R. U. contempt cases, Judge Woods ruled finally on the question of whether the defendants should be required to produce their documents and constitution in court. Judge Woods said:

"As the A. R. U. seems to be a voluntary association, I will hold that each member is part owner of these papers as much as the defendants, and I will not order them produced."

James Conniff, Western Union telegraph messenger, identified his delivery sheet for June 30, and pointed out on it a telegram he said he delivered to Debs. Gus Wahler identified all the defendants present in the court as men he had seen when delivering telegrams at the A. R. U. headquarters. Debs was absent, but the boy described him as a "thin man without any beard and a gray suit." Several messengers testified to having delivered telegrams to the defendants.

Fred Miller swore he delivered four telegrams to Debs on July 9, and William Hamilton saw Debs give several telegrams to the Revere House operator to send.

L. P. Benedict, Debs's private secretary, was next called to the stand. He declined to answer any questions in regard to his connection with the A. R. U. on the ground that it would tend to incriminate him. In this he was sustained by the Court, so the witness was excused. Judge Woods also sustained the next witness, James Hogan, one of the respondents, in refusing to answer any question whatever without conferring with his counsel. Attorney Walker wished to cross-examine the witness on his answer to the original petition, but Judge Woods would not permit it.

Henry O. Shepherd, a publisher, testified that the union paid him for printing the *Railway Times*, the paper being discontinued in August.

The Government offered copies of the *Railway Times*, part of the transcript of Debs's testimony before the Labor Commission and parts of the A. R. U. constitution in evidence.

Frank Andrews, a reporter, testified that on July 4 Debs told him in an interview that he was not afraid of any court or injunction as he had committed no wrong, and that the union would continue to fight the railroads on the same lines as before the Woods-Grosscup injunction was issued.

W. K. McKay, a reporter, told of interviews with Kelliher, Debs, Hogan, and other respondents. He heard W. E. Burns, one of the defendants, on July 3, say that the American Railway Union would "simply laugh at the injunction."

Court then adjourned until to-morrow.

NOT TO FIGHT SARGENT.

Debs Says He Is in Harrisburg Only to Present His Reports.

HARRISBURG, Pa., Sept. 12.—It was announced in a despatch from Chicago to-day that Eugene V. Debs, President of the American Railway Union, was en route to Harrisburg to inaugurate a movement to prevent the reëlection of Grand Master Sargent of the Brotherhood of Locomotive Firemen, whose biennial Convention is now in session here. Grand Master Sargent declined to be interviewed regarding the despatch, but Grand Secretary Arnold placed no credence in the telegram. He said Debs and Sargent were personally friends, and that the purpose of Debs in coming to the Convention was probably to explain his report as Grand Treasurer for six months, and also to submit his report as editor of the brotherhood magazine. All the delegates interviewed expressed the opinion that Sargent would be reëlected without opposition worthy the name.

It was after 10 o'clock to-night when the leader of the Chicago strike reached his hotel, accompanied by his brother, Theodore Debs. He denied that he had come to fight Sargent, and went on to say that their relations had been entirely friendly. Whatever differences they had were differences as to policy.

"I come here at this time," said Debs, "in order to attend to some business with the Brotherhood. You know I served as Grand Secretary and Treasurer of the B. of L. F., from August, 1892, to February, 1893, and my report for this period, which embraces a lot of figures, must be submitted. I must also hand in my report as editor of the *Firemen's Magazine*, from which position I have retired. These reports were forwarded to the Convention when I thought my presence in Chicago would be necessary, owing to the strike suits pending against me, but Judge Woods kindly excused me a day or two, and I came on, thinking a personal explanation of certain items in my report as Secretary and Treasurer would be more satisfactory. I shall go into the Convention to-morrow, but not as an official."

Notwithstanding the assurances of Debs that he has no intention of fighting Sargent, there are some Brotherhood men here who believe he will foment discord in their ranks unless Judge Woods speedily recalls him to Chicago.

THE STRIKING GARMENT WORKERS.

Barondess's Greeting from Cloakmakers—Arbitration to Be Tried on Tailors.

Joseph Barondess, who has resumed his office of manager of the Cloakmakers' Union, was busy all day yesterday settling strikes and engineering new ones. At 82 Orchard street, the headquarters of the union, he received an ovation. Men and women threw their arms around his neck, and others kissed his hands and called him their dear leader. At 138 Ludlow street, where other members of the union were assembled, similar scenes occurred. As strikes were ordered and settled with great rapidity the number of men out has remained at about 3,000 for several days.

Edward Feeney of the State Board of Arbitration has for two days been endeavoring to settle the east side tailors' strike. He has arranged a meeting of the State Board of Arbitration to-day at the Broadway Central Hotel, and has subpœnaed the Executive Committees of the Contractors' Association and the Brotherhood of Tailors. It looked yesterday as if the strike would end by the contractors breaking away one by one from their association and giving individual bonds and signing the agreement with the Executive Committee of the Brotherhood of Tailors.

The striking Brotherhood tailors held a mass meeting at New Irving Hall yesterday. It was their fifty-seventh mass meeting since the strikes began. It was announced that about 125 contractors had given bonds, and that 3,000 strikers had gone back to work. This means the returning to work of 3,000 other hands who were left idle by the strike.

Journeymen Tailors Hauled Up.

The thirteen merchant tailors who obtained an injunction from Justice Beach restraining about 600 members of the Journeymen Tailors' Benevolent and Protective Union from interfering with their business, moved before Justice Lawrence of the Supreme Court yesterday to punish Journeymen Tailors Oscar Wallin and August Silberg for contempt of court for violating the injunction. It was alleged that the accused men patrolled Fifth avenue in front of Merchant Tailor Andrew J. Connick's shop, to prevent other workmen from seeking work. The accused men said they were simply looking for work, and did not interfere with the business of the plaintiffs. Decision was reserved.

PROTECTING PASSENGERS.

HOW THE HALL AUTOMATIC SYSTEM WORKS.

It Is Now in Operation as Far as Morristown on the D., L. and W.—Defects of the Old Block System—The Westinghouse.

The Delaware, Lackawanna and Western Railroad Company and the Hall Automatic Signal Company gave an exhibition yesterday of a newly installed block signal system, just put in operation on the railroad. One who was familiar with the methods of running railroads of a generation ago can best appreciate the advance in railroading, which an exhibition such as that of yesterday indicates. In the old days of railroading when all the traffic went over single lines of tracks, safety was apparently the result of grace alone. Out of this chaotic condition of things there gradually grew up a set of rules of the road, which regulated the movements of trains with fair precision until wires were strung alongside of every pair of rails and conductors were assisted by direct telegraphic orders.

It may be noted here that no men ever were so safe and capable in running railroad trains as those who were trained under good management, upon the old single-track railroads, before there was a telegraph wire along the lines. Every one of these men knew the comparative rights of freight trains, mixed trains, and passenger trains, and knew also how to protect the rear end of a train which was stalled or delayed through any cause. These were the men who never failed to run back with a red flag or lantern one thousand yards or more if their train happened to be stopped unexpectedly on a main line, or to protect it as they came in, with torpedos placed on the track.

Many a road that did not have a telegraph line along it, and that never had a bit of protection except such as it got from the book of rules, was able to boast with truth that few accidents of a serious nature had occurred upon it, and that they had never killed a passenger, except through the passenger's fault. As long as railroad traffic was confined to the running of trains at intervals which were long enough apart to let each train have room for its movements, these rules were all that was needed. Pretty soon, however, this was no longer possible. Trains got to be closer and closer together, until there are roads to-day, like the Baltimore and Ohio, which sends them out in the busy part of the day at intervals of scarcely a minute.

To meet these conditions railroad men contrived several additional safeguards, and among these the block-signal system. The idea was simple. Men were placed in towers along the railroad line, at intervals short enough to see each other's signals, and by means of the moveable arms of semaphores they were able to tell what the condition of the track was ahead of them and behind them. If there was a train in the block ahead of them, they kept their signal at caution, or danger, and no engineer was allowed to enter that section of the road, except under the precautions for care which were instilled by a green signal. This system was soon supplemented by telegraph wires from station to station, and this furnishes one of the greatest of the safeguards to-day of modern railroading.

Under this system the operator in one station drops a danger signal as soon as a train passes into his section, which brings any following train to a halt, and holds the red signal down until the operator at the next station sends him word over the wire that the first train has passed out of his section. Seemingly such a system is complete, but it is only as perfect as the weakest link in the chain of human intelligence along the line makes it. One of the most horrible accidents of record occurred in spite of it.

A train broke in two in a tunnel in England, and the operator, not noticing the absence of the final lights, reported his section clear when the engine and the cars attached to it passed, and a following train, admitted because of his signal, ran into the remaining cars. Hundreds of persons were killed in the collision and in the fire which burst forth from the wrecked trains.

Another disadvantage of such a system is its expense. Block signal stations must be established at very frequent intervals in the neighborhood of great cities. If the exigencies of travel demand that trains be sent out at the busiest times of day at intervals of one, two, or three minutes, these stations must be as close together as the distance represented by the smallest of these intervals of time. The wages of signal men are $50 to $60 a month, and to run day and night two men must be employed for each station.

Large as this expense must be great railroad companies would not cavil at it but for one grave question. Is human intelligence and attention as trustworthy as some purely mechanical appliance? That this question has not yet been definitely answered may fairly be inferred, from the fact that none of the big passenger carrying roads has yet adopted either one of these systems to the exclusion of the other. Even the automatic signal men do not feel free to say that the old system of sending back flagmen and putting torpedoes on the tracks should be abandoned because of the adoption of their contrivances.

They do, however, point with a pardonable pride to the records of the performances of some of the roads, which have tried their systems of signals. The Hall Company, which has just put signals upon the Delaware, Lackawanna and Western road as far out as Morristown, has its signals on the suburban section of the Illinois Central road, and these were in service during the existence of the Chicago Exposition. During that time the Illinois Central road sent out under the protection of these signals 54,000 local trains, and carried 19,600,000 passengers without an accident.

Of the automatic systems there are but two—the Hall Company and the Westinghouse pneumatic. These differ but little, except in details, and the promoters of each claim certain advantages for their systems. The principle of both systems is alike. The track is divided into convenient lengths, or blocks. The rails on both sides of each of these blocks are connected together with copper wires into an electric circuit and a current of low voltage, which will follow the rails rather than the worse conduit of the ground, is passed around it. So long as this constant current passes through the rails of the section the signal discs or arms remain at danger. Now let a train pass into one of these sections. The current finds a shorter cut across the wheels and axles of the train from rail to rail. Ahead of the train a local battery is connected, which lifts the signal there to clear, and the one behind which would have been lifted by an advancing train returns to danger.

In the Hall system this is accomplished by using, as has been designated, a strong secondary or local battery to move the signals. In the Westinghouse system the latter work is done by the use of compressed air. In this system the original electric current works valves in the air pipes instead of simply making new electric contacts, as in the Hall system. It seems to be fairly claimed that the Hall system is less expensive to install and more certain in action under some circumstances, and that the Westinghouse has a much greater power available for the moving of its signals.

At the trial yesterday on the Delaware, Lackawanna and Western road the Hall system worked admirably. The signal stations vary in their distance apart according to the character of the road and its use, but are close together near Hoboken and grow more distant as the area for busy local traffic is passed.

In addition to the regular signals, each switch and curve is protected by auxiliary signals. Should a train approach a switch it will set the danger signals on the main line, and this will be done also if cars happen to have been left or have run down on a siding to a point where trains on the main line might strike them. Another of the important features of the system is that the signal clearing the preceding block of track is not set until a train has not only passed out of that block, but got so far into the next one as to leave room for the stopping of a following train, even if that one should be close behind.

All of these features were made plain yesterday. The visitors who were invited to the demonstration included many representatives of the railroads running out of Jersey City and New York.

Deer Shooting in the Adirondacks.

AMPERSAND, N. Y., Sept. 12.—The hunting season has opened with a rush. Two very large bucks have been shot within sight of the Hotel Ampersand, one weighing 248 pounds.

Freiherr von Saurma-Jeltsch, German Ambassador at Washington, Freiherr von Flotow, and Capt. Hesse of the German Embassy are at the Hotel Ampersand.